The Car With The Banded Radiator

Perfectly Simple

Simply Perfect

It Is Possible To Make a Moderate Priced Car

of as high-grade material, with as great care in workmanship and under as rigid inspection as should be used in the highest priced cars. In proof we point to the



I WILL REST MY CASE on what any practical mechanic will tell you after he has made a thorough examination of any one of the six Maxwell Models.

"A CLASSY CAR OF MODERATE PRICE" aptly describes the Maxwell, for there is no other car-even though it costs more, in which genuine worth is accompanied by the boon of moderate price.

YET MAXWELLS ARE NOT MADE TO SELL AT CHEAP PRICES.

Nothing is cheap about Maxwells. From radiator to rear axle every mechanical detail is practically worked out and the best material to be obtained is used everywhere.

OUR LEADING QUESTION IS NOT "HOW CHEAP?" BUT "HOW VALUABLE?" Not "How easily will it sell?" but "How well will the buyer be satisfied with it?"-

MAXWELL OWNERS ARE OUR BEST SALESMEN, because every one of them, by his satisfaction, induces prospective buyers to follow his example and buy a Maxwell.

WHEN ALL IS SAID AND DONE the user's satisfaction is the final analysis of a car's value. No argument has the weight that is brought to bear on the question by the buyer's statement: "I bought a Maxwell and I'm glad of it!"

MR. J. D. MAXWELL—the most practical designer, built practical cars, and we, being commonsense and practical business people. put a practical price on our product. That's all. That's the secret of our success; that's what built three great automobile plants and made the name MAXWELL a household word with every American motorist and put the Maxwell-Briscoe Motor Company in the van.

DON'T MISS THE MAXWELL EXHIBIT. The Maxwell was the feature of the Show last year. The same line this year, with one new model added—our Standard American Runabout represents the highest value in each class—12,000 Maxwell owners attest to Maxwell popularity. Come and see.

Exhibiting only at Grand Central Palace. Dec. 31-Jan. 7

Being Briscog Pres.

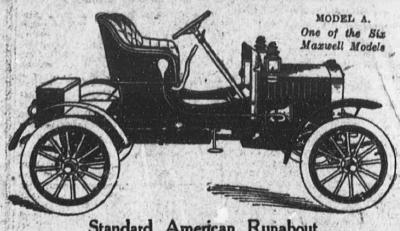
Maxwell-Briscoe Motor Co.

TARRYTOWN, N. Y.

PAWTUCKET, R. I. Main Office and Factory. NEW CASTLE, IND.

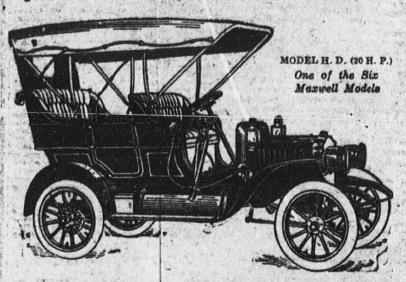
These Are Maxwell Claims:

That though moderate in price-Maxwell cars are made of as good material, with as careful workmanship under as rigid inspection, and are as durable as should be the best high priced cars.



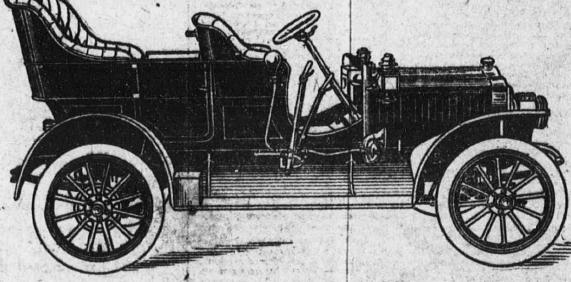
Standard American Runabout (2 cyl. 10 H. P.)

Not a fad or a luxury—but a utility—the ideal car for all who want service without frills. Costs less to keep than a horse and wagon-costs no more to buy. Price \$500.



Full Equipment Magneto

The standard 2 cyl. Touring Car of the world. The family necessity car. Comes fully equipped with Top, Gas Lamps, Generator and Magnets—the best value at its price, \$1450.



4 Cyl. 30 H. P. Touring Car Magneto Equipped

Model D. A. A strong reliable "classy" Touring Car: Fast on the levels (55 miles an hour you want it), powerful on hills. A car to meet the wants of the most exacting. Equipped with Magneto, Gas Lamps and Generator, Price, \$1750. Supplied also as a Runabout.

AMONG THE AUTOMOBILISTS

AND CENTRAL PALACE SHOW OPENS TO-NIGHT.

1 Exhibition of American Motor Car Manufacturers Association to Be Started by Acting Mayor McGowan Machines Displayed.

w York's first, "officially recognized" mobile show, that of the American Car Manufacturers Association, is formally opened to-night in Grand al Palace by acting Mayor McGowan o'clock, The exhibition is to be an extension of the ional one, as the members of the riers Automobile Salon are to display latest models in the big show place at ington avenue and Forty-third street no imported cars will be shown in the n Square Garden show next month, ow which opens to-night is to be open ay to-morrow and Saturday and the our days of next week. w is the maiden attempt of the

ent makers at show promotion. er have shown their new cars in the of the Automobile Club of America at the Automobile Club of America at years, the American Motor Car sequent. Association having con far large blocks of space in each shows run by the A. C. A. since the tion of Licensed Automobile Manu-rus secured control of Madison Square an for motor car shows. Shortly after lub's show last winter the board of mors announced that the club would old any more shows and the A. M. C. at once began planning for the affair h opens to the public at 8 o'clock to-t. The private view for members of automobile Club of America and other guests at 3 o'clock this afternoon eted to draw a large number of

American cars to be shown include Allowing: Atlas, American, Aeme, Anderson, American Simplex, Benner, Bristol, Black, Chadwick, car, Cleveland Autocab, Coatesteroar, Cleveland Autocab, Coatescen, Cameron, Crawford, De Luxe,
d. Gaeth, Gyroscope, Holsman, Intere, Jackson, Kisselkar, Lane, Lambert,
jon, McCue, Middleby, Mora, Mitchell,
swell, Moline, Moon, Midland, Marmon,
lonal, Gmar, Oakland, Overland, PremFennsylvania, Pittshurg, Pullman,
Regal, Reliable Dayton, Sultan, SpeedSchacht, Sharp-Arrow, Stoddardton, Welch, Wayne Works,
he imported cars to be shown are Benz,
lunay-Belleville, C. G. V. Delahaye,
blon, Fiat, Gregoire, Hotchikiss, Lancis,
raine-Dietrich, Isotta, Panhard and
ault. The commercial yehicles to be
en are the following: American Truck,
tiol, Commercial, Orabowski, Gramman, Hart-Kraft, Lansden, Manhattan,
zwell, Rapid and Reliance.

is his message to the New Jersey Legistuse next month Gov. Fort will recomend the modification of certain sections the automobile law of that State. He altomobile law of that State. He altomobile law of that State. He altomobile law in the special sections of the state of that ty to work for a change in the law. Because of the strict enforcement of the stomobile law in that State manufactures of automobiles in other States have aced a boycott on goods made in New reey. One of the clauses the committee agitating against is the non-resident eclion which prohibits any one drying a fin the State without a New Jersey canse. Another section is the speed the speed that the speed the speed that the speed the speed that the speed that he was pleased at a string been informed.

In the overhauling of a car that has seen much wear an enlargement of the cylinder bore usually means an expensive item in the repair bill. The wear is found high up in the cylinders, the bore of the cylinders at their base remaining as it originally was. Some repairers are content to fit new piston rings of slightly larger circumference, but this plan is not wholly satisfactory, as the rings are compelled to be small enough to enter the unworn portion of the bore and when they spring out in the worn portion, where their work lies, there is unnecessarily too large a gap at their slots. Thus repairers prefer to fit new cylinders and new pistons whenever the customer will sanction the outlay. This outlay is none the less wholly unnecessary, even when the wear of the bore amounts to 7mm. measured diametrically, as it often does in old cars. If the new rings be made with long step cut ends they will pass the unworn bore easily, and yet there will be no gap at their ends when they spring out in the enlarged bore. One precaution is, however, essential. The grooves on the existing piston are usually too narrow to take step cut rings and the rings will soon snap off at the steps. The grooves must therefore first be turned out to a greater width and the new rings turned to fit. Full compression is thus restored. In the overhauling of a car that has see

Twenty-two active and six associate members were added to the membership of the New Jersey Automobile and Motor Club last week. The following are the active members elected: Frank H. Thompson, George F. M. Lamont, Ralph Woodruft Payne, Robert W. Cumming, Samuel R. Walter, Alfred T. Rummell, Joseph Rose, Jr., Sanford J. Wise and Rudolph H. Conklin, all of Newark: David Tueys and Grover D. Smith, Montclair, J. Albert Haddock, East Orange; George E. Melendy, Daniel J. Maloney and Conrad Haney, Orange; Charles H. Ingaroll, South Orange; S. D. Atkinson, West Orange; R. W. McEwan, Whippany; Graham Van Keuren, Jersey City; Walter E. Bedell, Brocklyn, N. Y. Lewis B. Brown, New York, and James G. Van Middlesworth, Elizabeth; The following are the new associate members: Mark T. Atchley, Charles G. Colyer and Harry W. Weil, all of Newark; George B. Speer, Chatham; John A. Clark, East Orange, and John J. Doyle, Montclair.

Chatham; John A. Clark, East Orange, and John J. Doyle, Montclair.

The prospects of this year's Philadelphia automobile show surpassing any other of its kind held in that city are becoming brighter and brighter every day. The show is scheduled to be held in the Second Regiment Armory from January 27 to February 3. When the announcement was made that the show would be transferred to the big Second Regiment Armory there was rejoicing all along Philadelphia's automobile row over the fact that the show committee would have so much more available space. Racing enthusiasts, especially those who have followed the big automobile competitions this year, will have a treat in store for them in the coming show, for it will embrace among its many attractions one of the greatest collections of racing care that have ever been brought together under one roof. J. H. Beck, who is managing the show for the Philadelphia Automobile Trade Association, announced that he has arranged for the exhibition at the Quaker City show of the Flat car which won the recent Automobile Cub of America's Grand Prize race at Savannab, and the Isotta car which won the Briarchiff road race. The Locomebile Cub of America's Grand Prize race at Savannab, and the recent Vanderbilt cup race and the Locomobile that was first to complete the course of the Founders' week race in Fairmount Park, Many other winners of minor races will be seen in the show, including the winner of the annual endurance run of the Quaker City Motor Club from Philadelphia to Wilkeebarre and return, which takes place January 1 and 2.

Although it was reported not so long ago that the German Emperor was financially bile and Motor Club have adopted a bunt-ing pennant for club members. The emberman to the silk banner now in the imperial stud of bunting is more durable.

CHESS TROPHY GOES TO PENN

SIX STRAIGHT WINS IN TOURNEY

William H. Hughes and Norman T. White aker Make the Best Showing in History of Triangular League-Brown and Cornell Still Tled for Second

By winning their games in the third round of the tenth annual tournament of the Triangular College Chess League at the rooms of the Rice Chess Club of this city of this classes.

It is, however, essenting the continuous corresponding to the case of th

WITH BOLTED ON TH TO FIT ANY RIMS BOLTED-ON CLINCHER

Tire Equipment is a very important question to decide-when selecting your car for 1909 let us demonstrate this to your satisfaction at the Automobile Shows, our branch, or on request our representative will call with demonstrating car.

> FISK RUBBER COMPANY, 1725 Broadway, New York.

ACME 76th St. & Broadway. Phone 4555 Riverside AM. LOCOMOTIVE CAR 1856 Broadway. AUTOCAR Autocar Sales Co., B'way & 80th St. BAKER ELECTRICS 1786 B'way. Phone 2030 Ge Garage, 1780-65 Broadwa

BENZ Benz Auto Import Co. of America 1507 to 1601 Broadway, N. Y. BUICK Motor Co., B'way between 64th & CADILLAC Cars. Parts. Repairs. Garage ORBIN 1888 BROADWAY (634 St.) CHALMERS-DETROIT Carl H. Page & Co., B'way a

DEMAREST A. T. & CO. IMPORTED CARS. ELMORE A Elliot Ranney Co., B'way clast St., N. Y. Phone 895 Col. FAIRBANKS Metric size Drills and Reamer HAYNES AUTOMOBILE CO., SOTTA J. M. QUINBY & CO., near Lacks-wanna Station, Newark, N. J.

ITALA IMPORT CO.,

KISSEL KARS -20 H. P., \$1,860. 40 H. P., \$2,000 THE LOZIER MOTOR GO., PENNSYLVANIA 21 SE DIVISION St., Newark, N. NAMELER ing. 28-45 West 62d st. Tel. 4878 Co

STEVERS-DURYEA A.G.SPALDING & BROS., 29 W. 42d. Tel. 458Byran

tournaments, the first having been won by Cornell in 1903 after four competitions. In the final round to day, which will determine the relative positions of Brown and Cornell, the pairings will be as follows: McCoy versus Perkins, Whitaker versus Tolina and Hughes versus Freeman.

Aeroplane Sensations

Four successive movements of a lever in less than three seconds and the engine has its speed; the earth seems to sink beneath you; the trees fly by blurred, as in a cinematograph moving too rapidly, and the houses disappear. The sta-bility is perfect, the turns are taken at speed with a feeling of absolute security, the motor turns with a noise like the rhythmic rustling of silk by some invisible hand.

Where are we? On board the Wright Brothers' Flyer, or some new aerial marvel?

No, we are speeding at 75 miles an hour, comfortably seated in a four-cylinder Moon Thirty-Two, and as the rushing wind subsides, the pilot explains:

"Our motor of 41/4x41/4 gives 32.2 horsepower, in spite of the fact that the hood looks as if it might cover a 20-horsepower motor. This is the key-note of the car's construction heatness, and simple beauty that avoids gaudy display. Useless extra size means heaviness and more wear and tear. The motor car of today is economical of up-keep. This is it. You can have the same car by ordering of the Moon Motor Car Co., No. 1761 Broadway, between 56th & 57th Sts. The price is \$3,000. Other models are exhibited at the Grand Central Palace Show tonight. But hurry up, you are not the only person who knows about the Moon."



OVER 300 AUTOS ON SALE

AUTOS: A WEEK OF SACRIFICES